

Cabinet Member for City Services

8th December 2025

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Regeneration and Economy

Ward(s) affected:

Westwood

Title:

Petition E02/25-26 Tile Hill Area – Average Speed Enforcement and 20mph Zones

Is this a key decision?

No

Executive Summary:

A petition with seventy-six (76) signatures was received requesting the installation of Average Speed Enforcement (ASE) on Station Avenue, Tanners Lane and Duggins Lane and the installation of 20mph zones on Nailcote Avenue and Conway Avenue, Tile Hill.

In accordance with the City Council's procedure for dealing with petitions, those relating to road safety are heard by the Cabinet Member for City Services. The Cabinet Member had considered the petition prior to this meeting and requested that the petition was dealt with by letter (determination letter) rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently. The petition organiser has requested that the issue be considered at a Cabinet Member for City Services meeting.

The agreed determination letter was sent on 3rd October 2025 to explain how locations are assessed, and schemes are prioritised, and that Station Avenue, Tanners Lane and Duggins Lane are unsuitable for ASE. In addition, the determination letter stated that there are no current plans to install 20mph zones on Nailcote Avenue and Conway Avenue. Locations considered for ASE are prioritised each year based national criteria including the number of people killed or seriously (KSI) injured related to vehicular speed. Station Avenue, Tanners Lane and Duggins Lane do not satisfy the criteria for ASE, however, these locations will be monitored as part of the citywide annual review of personal injury collisions.

This report provides details of ASE criteria and how we prioritise locations for 20mph zones and the work currently being undertaken to develop a robust 20mph speed limit methodology.

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Note the petitioners' concerns.
- 2) Endorse the actions which had been agreed to be issued by determination letter to the petition organisers as detailed in paragraph 1.5 – 1.8 of the report.
- 3) Note the criteria for ASE implementation and 20mph zones, and the work currently being undertaken to develop a robust 20mph speed limit methodology.

List of Appendices included:

Appendix A – Determination Letter

Background Papers:

None

Other useful documents:

None

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title: Petition – Tile Hill Area – Average Speed Enforcement and 20mph Zones

1. Context (or background)

1.1 A petition with seventy-six (76) signatures was received requesting ASE and 20mph zone in the Tile Hill area.

1.2 The petition was as follows:

“We the undersigned petition the Council to install average speed cameras on Station Avenue, Tanners Lane and Duggins Lane and 20mph zones on Nailcote Avenue and Conway Avenue, Tile Hill. Because speed limits are impossible to enforce; we believe the only action to reduce traffic speed is by use of average speed cameras”

“Local residents living in and around Station Avenue, Tanners Lane and Duggins Lane are very concerned about the high speeds of some motorists travelling along these lanes and the streets between, some well over the speed limit for these roads. Traffic levels have increased substantially over the years due to new housing developments and the bridge build over the train tracks at Station Avenue, and this is only going to get worse”

1.3 In accordance with the City Council's procedure for dealing with petitions, those relating to parking and road safety are heard by the Cabinet Member for City Services. The Cabinet Member had considered the petition prior to this meeting and requested that the petition was dealt with by letter (determination letter). A copy of the text included within the determination letter is included within the report at Appendix A.

1.4 Having received this determination letter, the petition organiser has requested that the issue be considered at a Cabinet Member for City Services meeting.

1.5 This report has subsequently been prepared and is divided into two sections. The first section considers the installation of ASE and highlights the criteria. The second section will consider the request for 20mph zones.

1.6 Station Avenue is a well-used local distributor road that connects Cromwell Lane to Banners Lane and Tile Hill Lane to its north. It features a mix of residential properties set back from the road and commercial premises, including shops and a local public house. Duggins Lane and Tanners Lane are both semi-rural roads that are situated to the west of Station Avenue and connect to Tile Hill Lane to the east and Spencers Lane to the west. This report considers all four roads for ASE comprising Station Avenue, Duggins Lane, Tanners Lane and Spencers Lane.

1.7 There is a direct correlation between speed and KSI collisions, which is one reason why ASE schemes have been a major focus of the Council's road safety programme in recent years. However, ASE is not suitable at all locations and are prioritised at locations that satisfy national criteria. The criterion for selecting an ASE site is very similar to conventional 'fixed' camera enforcement sites and includes the following criteria:

- Locations that have previously had fixed safety cameras.

- Historical evidence of collisions resulting in casualties.
- Speed surveys which indicate that speeding vehicles are an issue; and
- Where there is no alternative realistic and appropriate engineering solution that can be installed to reduce collisions and vehicles exceeding the speed limit.

1.8 Based on the above, CCC has progressively installed ASE equipment across the city on key routes. This programme has been targeted at corridors where the reduction in traffic speed will have the greatest beneficial impact on road safety. Reviewing the most recent three full years of personal injury collision data for the roads in question has identified that Station Avenue, Tanners Lane and Duggins Lane benefit from a good road safety record with no recorded incidents on Tanners Lane and Duggins Lane and only three collisions on Station Avenue. The three collisions on Station Road all occurred in 2024 with two associated with signal controlled junctions and only a single collision on the road itself. It is this collision that was referenced in the original determination letter issued in response to the petition. This collision was associated with temporary road works in place on the road.

1.9 As a result, at present the road would not satisfy the above criteria and as such its introduction would not be supported by the Police who carry out the enforcement activity. Consequently, it cannot at the current time be considered for ASE. However recognising the concerns raised, these roads will be routinely monitored along with the rest of Coventry's roads for future suitability and future consideration.

1.10 20mph zones comprise physical traffic calming measures to ensure the location are self-enforcing. To progress a 20mph zone, there should be a history of personal injury collisions associated with inappropriate speed, to justify their installation. As referenced above, reviewing collision records, there have also been no personal injury collisions on Nailcote Avenue or Conway Avenue in the last three full years. Therefore, there are currently no plans to install 20mph zones at either location.

1.11 Whilst it is understood that this will be a disappointment to those that signed the petition, the Council is in the process of reviewing its use of 20mph Speed Limits and which when complete will further inform how such requests for lower speed limits on roads are assessed and progressed in future. Nailcote Avenue and Conway Road will be retained on a list of locations where requests for 20mph speed limits have been received for future consideration.

2. Options considered and recommended proposal

2.1 The recommended action in response to the issues contained within the petition are detailed in section 1.7 to 1.11 of this report. Section 2.2 below outlines additional measures in response to the matters raised within the petition.

2.2 Duggins Lane and Tanners Lane are being examined for potential highway improvements related to nearby developments. If any scheme is evolved, ward members and local residents will be updated and consulted on before any highway improvement scheme is constructed in line with Council procedures.

3. Results of consultation undertaken

3.1 No formal consultation has been undertaken.

4. Timetable for implementing this decision

4.1 The agreed actions will be implemented in due course in line with the Development Control processes.

5. Comments from the Director of Finance and Resources and the Director of Law and Governance

5.1 Financial implications

There are no direct financial implications to the Council of the recommended action.

5.2 Legal implications

There are no legal implications of the recommended proposal.

6. Other implications

6.1 How will this contribute to the One Coventry Plan?

(<https://www.coventry.gov.uk/strategies-plans-policies/one-coventry-plan>)

N/A

6.2 How is risk being managed?

N/A

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA?

No specific equalities impact assessment has been carried out.

6.5 Implications for (or impact on) climate change and the environment?

None identified

6.6 Implications for partner organisations?

None identified

Report author

Name and job title:

Joel Logue

Civil Engineer – Highways, Traffic and Road Safety

Directorate:

Regeneration Economy

Tel and email contact:

Tel: 024 7697 2486

Email: Joel.Logue@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/ approver name	Title	Directorate	Date doc sent out	Date response received or approved
Contributors:				
David Keaney	Head of Network Management	Regeneration and Economy	27/10/2025	06/11/2025
Vivian Robert	Traffic & Road Safety Manager	Regeneration and Economy	27/10/2025	30/10/2025
Michelle Salmon/Caroline Taylor	Governance Services Officers	Law and Governance	27/10/2025	07/11/2025
Names of approvers: (officers and members)				
John Seddon	Strategic Lead – Policy & Innovation	Regeneration and Economy	27/10/2025	13/11/2025
Xiao-ming Hu	Lead Accountant	Finance and Resources	27/10/2025	07/11/2025
Rob Parkes	Team Leader, Legal Services	Law and Governance	27/10/2025	12/11/2025
Andy Williams	Director of Regeneration and Economy	-	10/11/2025	10/11/2025
Councillor P Hetherton	Cabinet Member for City Services	-	21/11/2025	21/11/2025

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Appendix A – Text from the Determination Letter

I am writing with regard to the above petition and your request for average speed enforcement and 20mph speed limits in Tile Hill.

The matter was discussed with Councillor Hetherton, Cabinet Member for City Services, who has requested that this be dealt with by way of letter rather than a formal report being submitted to a future meeting, so that it can be dealt with more quickly.

It is important that we target road safety measures in the city. We do this using personal injury collision data to ensure the funding we have is used carefully. A review of the recorded personal injury collision history has shown that there was one personal injury collision recorded by the Police on Station Avenue in the last three years and none on the other roads highlighted. Therefore, Station Avenue, Tanners Lane & Duggins Lane do not meet the criteria for average speed enforcement, and there are no proposals to introduce 20mph limits on Nailcote Avenue & Conway Avenue.

However, improvements are planned at the junction of Duggins Lane and Station Avenue as part of works related to nearby developments, and all the roads referred to in the petition will continue to be monitored as part of the annual review of personal injury collisions.

As you are concerned about speeding, you may wish to get involved in the Community Speed Watch initiative. This is a speed monitoring and awareness scheme that is co-ordinated by the Police and run by a group of local volunteers who use speed detection devices to monitor traffic and identify speeding drivers on a specific road or small area. Further information is available from the Police by emailing: cvcsw@west-midlands.pnn.police.uk.